

QUESTIONNAIRE COMMENTS

Note: Questions that had no comments are not listed; for example, question one that covered resale of open space properties to developers was not commented on. Refer to questionnaire section for data.

QUESTION 2: Another option the committee discussed was the adaptive reuse of “appropriate” existing buildings in the planning area....Do you support this option?

Questionnaire #	Comment
2	Selective reuse; some should be torn down
82	Limited reuse
91	City council action
28	City should not require current owners of waterfront property to alter their buildings or touch their property
78	Analyze building by building
118	Depends; buildings are restored rather than remodeled and turned into large commercial buildings
107	“but no retaining ugly cinderblock building”
110	Depends on what “appropriate” means
112	Need more information on this to make decision
29	Prefer more open space unless buildings are of historic values
144	Open space
145	Leave ODBC alone
151	Get rid of Food Court and make into maritime museum
166	Uses to be publicly identified beforehand.
168	Need more information.
160	Decision on a case-by-case basis.

CONCLUSIONS:

- . Case-by-case basis; ugly buildings should go.
- . Open space trumps unless the building is historic.
- . Grandfather current owners’ property.

QUESTION 4: Do you favor the City using eminent domain to gain control of existing properties and buildings on the waterfront that it cannot otherwise purchase?

1 Yes to Washington Post warehouses; no to ODBC. I don't favor eminent domain but it should be considered on a case-by-case basis.

3 Only if there is no other option.

9 Absolutely not. Especially the ODBC—a major charitable contribution to our Old Town community and good neighbor

101 What properties? Please list.

11 Last resort—case-by-case.

14 Those that the City has negotiated in good faith with the owners for a period of years and owner refuses to sell at market value.

52 Perhaps.

64 Robinson Terminal warehouses.

83 Uncertain; probably the Yacht Club.

53 No comment.

55 No comment.

20 Eminent domain would be a horrible thing for a government to do.

46 Yes to properties Oronoco and one block north, and between Prince and two blocks south.

94 Absolutely not.

112 Too much abuse around the country already. However, the city (through its citizens) should control the available uses of properties. There are other ways to go about it.

72 ODBC.

75 A blanket yes or no would be unwise.

99 ODBC.

134 Robinson Terminals only.

43 All of them.

125 Ford's Landing.

166 Open space.

157 Warehouses with Art League and Robinson Terminals.

168 This is directed to ODBC parking—the answer is absolutely NO!

159 Tell us which properties.

160 Only on a case-by-case basis with adequate compensation.

CONCLUSIONS

- . Only as last resort; blanket yes or no unwise.
- . Yes to certain properties: ODBC, Robinson terminals, etc.

- . Use other methods instead.
- . Save ODBC (charitable organization)

QUESTION 5: Since Alexandria's waterfront lies in the heart of its distinguished historic district....Given these possibilities, should we?

- 34 No development.
- 86 Use transfer of development rights.
- 130 Seriously eliminate development—stick with open space and green waterfront.
- 1 Never. This question is stupid. We don't want development.
- 3 No new development—reuse of existing important buildings
- 6 Maintain what already owned.
- 10 We should fight to prevent additional development on the waterfront.
- 81 Something like 60s development in Lafayette Square in DC. Not just "phony federal."
- 91 City Council review.
- 30 Attractive parkland on the edge with water friendly venues back about 50-75 feet from water's edge. There could be small buildings of café-type operations on the ground floor w small studios and apartments/condos upstairs.
- 74 Development must be approved by BAR and Council.
- 41 Prefer no new development or redevelopment.
- 125 No new commercial or residential development.
- 168 That is known worldwide? A little late, isn't it?
- 169 No residential.
- 159 Prefer as little development as possible.

CONCLUSIONS

- . Prefer no new developments.
- . Maintain what we already have.
- . Stick with open space and green waterfront.
- . Council and BAR play roles.
- . Small buildings with café-type operations on ground floor with small studios and apartments/condos upstairs.

- QUESTION 6: Committee members concur on need for adequate parking in Old Town. Which of the following do you support?
- 36 Include free shuttle buses paid for by local entities and City government.
- 37 Land too valuable for parking.
- 39 Garages near metro stations.
- 118 Shuttle bus service to and from parking lots located around the edges of Old Town.
- 117 Increase satellite parking with trolley/buses.
- 126 Shared parking with offices on S. Union St.
- 130 Satellite parking similar to Williamsburg's.
- 142 Trolley streetcars provided disabled can use them.
- 1 So there will be a good mix of types of parking so that people of all abilities can get to the restaurants. The best use of parking weighing open space as success of business customers using them.
- 2 Parking attendance offers to commercial parking.
- 3 Jitney service from lots in other areas, such as Potomac Yard, Del Ray.
- 4 Comprehensive traffic and parking policy.
- 8 "Take" ODBC lot and provide alternative parking.
- 10 No new parking in Old Town. Better bus service from Metro and from lots removed from Old Town.
- 103 Parking not likely near waterfront due to high water table/flooding. Structured parking disguised with false front, such as at PTO, but better.
- 104 Don't waste the waterfront on parking.
- 13 Under current ownership.
- 81 Water taxis.
- 106 There is an adequate number of garages in the River area.
- 107 Underground several blocks from waterfront; better marking of existing underground lots.
- 57 Free bus from Metro or other parking areas.
- 60 Parking in interior of existing blocks.
- 91 Increased free bus service.
- 94 Ground-level parking in buildings, as now exists in the northwest corner of Prince and The Strand.
- 112 Parking requirements determined by use; needs established first.
- *27 Long comment; see questionnaire.
- 29 Better public transportation.
- 30 Valet parking.

99	At a minimum, no surface parking lot by waterfront.
135	Advertise parking lots in a more efficient way around Old Town.
148	Free Old Town shuttles.
78	Better enforcement of existing rules.
79	Let the market decide.
153	Under the Bridge was great. Do it again.
166	Toward Bridge and west.
157	Parking under Wilson Bridge w trolley service to King Street. Eliminate street parking on King, widen sidewalks; add trolley to Metro.
159	Option options; leave the ODBC parking lot.

CONCLUSIONS

- . More than ten (10) suggest shuttles, trolleys, free shuttles, jitney service.
- . Land too valuable for parking; put near Metros.
- . Valet parking.
- . Share with offices.
- . Keep current; there's enough, don't add more.
- . Let market and need decide.
- . Enforce existing rules.

QUESTION 7: Committee members discussed a vision of an improved waterfront with no new buildings. How do you feel about this?

43 Prefer residential, small commercial.

78 Enforcement of height limit.

80 Appropriate new buildings should be considered.

152 Controlled development; Question #5.

33 Case-by-case determination.

36 Maritime access has to be sustained.

116 Low, well designed buildings and new park space.

126 Would like to see what happens to Robinson Terminals—north and south.

1 The Washington Post buildings need to go! They are eyesores. Balanced use of buildings, open space would dictate what would go there.

2 Resolution as proposals???

103 Buildings are not “BAD” by definition. We should reuse those we have to the greatest extent possible, but allow for well-designed new buildings that provide community amenities.

11 To see options before making a sweeping decision.

14 Totally disagree if you want to attract new residents and visitors.

63 Some limited new buildings.

64 Fewer buildings, more open space.

83 Not sure.

107 Only special case-by-case new buildings; e.g., small visitors’ kiosk if not possible to incorporate into a remodeled existing one.

17 Would prefer some new construction in keeping with the historic character of the Old Town district. For example, tear down the Cummings property and rebuild in an appropriate way.

20 Okay if existing property owners would agree to sell and be paid a fair market value...not by using eminent domain.

49 Need more information.

57 Replace warehouses and gun store.

60 More open space and access needed.

93 Intelligent design important with historic nature and scale of waterfront.

94 New buildings, where appropriate, that fit in architecturally.

112 No new buildings good idea but restrictive. Could there provision be made for historic interpretation or similar uses? Developers should not drive decisions.

28 Some buildings could be added but in no case should an existing historic structure be removed.

99 Would prefer no new buildings in block nearest the river; e.g., water’s edge to The Strand.

155 Case-by-case
166 Serve visitor and resident essential needs.
168 Parks would be nice.
158 More restaurants on the waterfront.
171 Prefer visitors/museum on waterfront, not just shops/restaurants,
etc.

CONCLUSIONS

- . Eleven (11) want flexibility; balanced approach.
- . Appropriate, small, well designed, in keeping with historic character.
- . Historic buildings and historic interpretation important.
- . Open space and access mentioned.

Question 8: Committee members talked about a height limit of not more than 35 feet mid-roofline in the defined waterfront area, excluding existing buildings. Do you agree with this limit?

148 25 feet.

30 45-55 feet, based on design.

146 Current limit of 50 feet.

147 50 feet; higher in some places.

91 No new construction.

112 Consistent with 18th/19th century uses...perhaps even less than 35 feet at some locations.

113 Northern end may be appropriate. It depends where and when.

11 Don't know enough to have opinion.

13 There seems to be conflict with Item 7. If no new buildings, why discuss height limits?

14 Existing today, which is 55 feet.

51 50 feet.

82 For new structures, lower.

1 This should be a hallmark of our plan.

3 1) No new buildings. 2) If new, 35 feet at peak.

5 35 feet total.

7 Equal to existing maximum.

8 35 feet at peak.

10 As low as possible.

103 Height could be higher for a well-designed building that enhances the waterfront.

34 No new buildings.

36 (Asked why this is important.)

37 No buildings.

88 55 feet.

90 Don't have a visual picture on heights.

43 50 feet.

67 50 feet.

77 Be flexible.

79 50 feet current law.

80 Consistent with existing buildings.

125 50 feet.

*1 Whatever the soil will bear; unlimited.

153 Smallest number possible.

157 Depends on what is proposed. Perhaps an average height of four levels.

168 35 feet maximum.

159 Prefer no more development.

CONCLUSIONS: Nine (9) want 50 feet or more in keeping with current law. Some want no new buildings at all, so consider the question moot. And some want flexibility depending on location and design of proposed building.

- QUESTION 9: Following is a list of items brainstormed by the OTCA committee...At the end, please add any additional items you'd like.
- 26 Marine museum if it's Potomac Arms Building or one of the Robinson terminals.
 - 27 Public fountains.
 - 75 Walking paths, riverside restaurants.
 - 134 Underground all utilities widen all sidewalks too no less than 8 feet.
 - 135 Keep waterfront old-looking, landscaping included.
 - 24 No more pedestrian plazas.
 - 77 Day-trippers who don't spend money should be avoided.
 - *125 Better waterfront dining. No buildings set back from highest yearly tide.
 - 136 Seating most important in any public space. Waterfront area not only parks, but include commerce to keep them lively. Residential is good.
 - 137 Historic-looking waterfront with small restaurant on the water.
 - 139 Courtyard, fountains, benches to sit and enjoy.
 - 154 None of the above.
 - 1 NO!!! The Torpedo Factory does not lend itself to an open-view feeling; visitors' center should be near Metro; no corner hats please; waterfront sculpture heralding city's history, but a good ones. Mini-sculptures are atrocious (shipbuilder, Eisenhower are too small).
 - 3 Make Strand and blocks east of Union pedestrian only.
 - 5 No picnicking, leads to too much trans; outdoor furniture should be benches only.
 - 7 Mixed use: commercial and residential.
 - 8 Combined maritime and Alexandria history museum.
 - 9 Definitely our streetscape needs to be redesigned—the Lee Street Park looks atrocious these days and should be redesigned with an expanded playground. As usual even water fountain is broken.
 - 103 Build on our assets: beach in the right location like one on the bank of the Seine in Paris; a successful museum requires a certain amount of floor space and expensive interactive exhibits that might not find favor with residents because it would imply 100,000 visitors a year. A museum/visitors' center on a small scale of Alexandria's maritime heritage would be nice, annexed as a visitors' center.

94 Allow existing private waterfront uses to remain.
 112 Torpedo Factory doesn't build on unique history. Beach?
 Swimming/wave boarding? Wrong place for natural gardens.
 Wrong place for visitors' center. Re: streetscape design--never
 seem to integrate well, especially when done by city. Vagrancy
 laws need to be improved if more outdoor furniture. Public art is
 almost never appreciated and can be tacky; could detract from
 historic interpretation
 113 Attractive, but maintainable. City striving to maintain what it
 already has. There should be diversity of uses.
 15 Places for waterfront festivals and such activities that do not abut
 residential areas or houses.
 83 A beach would be mobbed.
 107 But on the small size, perhaps as a remodel of an existing structure.
 109 Waterfront that protects and encourages birds.
 36 Active boating community.
 37 Pedestrian and bike paths everywhere.
 86 Amusement arcade for children, teens, adults and seniors with
 stage for musical entertainment.
 116 Walking path along river from King to Duke.
 119 Would like more guest uses, such as a seafood sales and fresh
 seafood restaurants.
 142 Rubber sidewalks.
 151 Yes to quiet passive haven, no to beach.
 167 A gazebo in the middle of Waterfront Park like the ones in many
 of the parks in Charleston and Savannah.
 163 Cross out beach area.

CONCLUSIONS

- . Keep waterfront historic looking
- . Concerns raised re public art and sculpture (beauty in the eye of beholder, etc.)
- . Maritime museum support; Robinson Terminals and Potomac Arms offered as sites.
- . Mixed on "pedestrian" mall concept.
- . Visitors' center elsewhere—near Metro?
- . Redesign streetscape.
- . Walking, walking, walking (emphasized)
- . Also, biking and seating considered important.
- . Beach questioned: uses, mobbed, etc.
- . Wider sidewalks and underground utilities.
- . Finally: Build on current assets.

QUESTION 11:	A popular land-use model is a mixed-use zoning, and it is noted that some of Assuming you support this model, which of the following appeals to you?
41	Prefer green grass and trees.
78	Mixed-use just increases parking congestion.
80	Good planning should reconcile needs of all groups, so this kind of choice should be rare.
153	As much open space as possible. We have sufficient shops, hotels, etc.
26	Prefer parks, open space, and no new buildings.
27	Support more open space and think there are already sufficient businesses in this area.
99	Prefers small shops/restaurants, but no residential.
1	A green park-like setting with promenade.
4	Wrong question; it's a matter of architecture styles and density that are key.
7	(Office building is crossed out.)
102	Don't support mixed-use; prefer less development and fewer buildings, cars and confusion.
91	No new construction.
112	Too much opportunity for developer exploitation since can't trust City Council to make right choices. Inappropriate in area with high tourist use; can be successful where there are no natural attractions, but not here.
15	No more residential in waterfront area.
55	Green grass, parks.
64	Open space.
82	Open waterfront.
107	No hotels on waterfront; we have enough buildings renovated into office space in other parts of Old Town. The waterfront needs to be focused on resident and visitor/tourist recreational use. It should be a destination for tourists and visitors, and a place residents can go for enjoyment.
110	No new buildings.
166	Essential.
163	Prefer public parks.
172	Prefer?
159	Prefer open parks.
160	Prefer solely park-like appearance.

CONCLUSIONS

- . Prefer less development—too much now with attendant cars and congestion.
- . Open space and green grass parks preferred.
- . No hotel support; “we have enough in other parts of OT.
- . Focus on recreation uses and small shops, restaurants.
- . Mixed-use would give developers’ the edge since City Council’s good judgment is questionable.

QUESTION 12: Currently the City docks accommodate both commercial and private boats. What other public uses of the waterfront would you prefer?

125 A walk/bike path along shoreline with 100-foot setback.
153 Historic vessels and excursion boats.
154 Corps of Engineers will have jurisdiction as well as Coast Guard and DC police.
26 Kayak and canoe launch already planned next to Dog Park in Windmill Hill Park.
99 Need to evaluate whether additional slips are needed at City marina.
149 Redevelop Robinson Terminal south pier for larger visiting vessels; replace warehousing with residential buildings.
1 Maritime museum with history of city; emphasis on a birding sanctuary.
3 Also canoes and rowboats.
7 (Sailboats and kayaks for rent is crossed out.)
10 Water taxis to Washington Nationals games.
112 No, no to beach. Water taxis only if tightly controlled. Wants historic showcase (venue TBD) to illustrate Alexandria's past to complement the historic nature of city.
14 Already have water taxis.
82 But need public policy.
107 Connected to National Harbor.
32 Against water taxis.
34 Gardens, wetlands, wildlife habitat.
36 General boating access has to be sustained; Alexandria is a port city.
37 Restore waterfront to encourage wildlife.
168 Water taxis only if going to DC.
172 Other—none.

CONCLUSIONS

- . General boating to keep Alexandria a port city.
- . Restore to encourage wildlife; locate a bird sanctuary; natural gardens.
- . Maritime museum tied to history of city.
- . Historic vessels; excursion boats.
- . Move larger vessels to redeveloped south pier at Robinson Terminal.
- . Canoes and rowboats.
- . Water taxis to Nationals baseball games and National Harbor.

QUESTION 13: The committee is researching the impact on the waterfront for festivals and rentals to private...Do you support cutting back on these events.

100 Large event every other month; private parties once a month.
43 Limited charitable, non disruptive.
45 No more than two per month.
76 Limit to two to three per year.
78 Need to reduce street closings for events.
136 Some activity okay.
137 Private part rentals eliminated, but citywide festivals bring vitality.
139 Private receptions, wine festivals, fairs, music events—even large scale.
152 Music and art festivals.
75 Festivals, private parties, but need to find a way to accommodate this traffic and parking.
135 Concerts, art, life festival, reenactments, crafts.
147 Seasonal events that spotlight Alexandria (Art Festival, First Night, etc.)
149 Present level of activity.
1 I still like the Arts Festival, Waterfront Festival; waterfront boat races appeal to this person.
7 Seven days—more festivals/events at Torpedo Factory.
101 Red Cross is fine.
103 We only have a handful of events permitted and these should remain. There is an occasional special event such as the Jamestown Anniversary or a notable visiting vessel, and these should be permitted. We may now want to encourage large one-day events. However, private small events could be accommodated under special rules.
60 No rentals for parties.
112 These events need to be curtailed for traffic purposes; only activities that are consistent with city's core assets.
113 What we have now; people will pay for them. Ok to Jamestown.
13 Street festivals/park activities.
14 Present level.
52 There needs to be support of the uses of the waterfront—some tradeoffs required.
54 As much as possible: concerts, fairs
61 Private parties.
106 Maybe a large event every other month. Only at Oronoco Bay because the soil is not stable to handle large crowds at end of

Prince. I am not opposed to private rentals anywhere along the river, once a month.

107 Open to public events and fundraisers, but not private parties.

108 We do not need to cut back, but no increase. If we do add one, then one should be deleted. Boat-centered activities, such as an annual sailboat race, are okay.

34 Except for weekdays.

36 Deny private receptions; allow big events.

37 Public festivals are good; private bad.

86 Must have public access.

113 Current levels; public celebrations.

118 One to two events; Red Cross festival because it does so well.

119 Love community celebrations; waterfront emphasis; boating concerts.

166 Limited warm weather periods. Public, charitable, least commercial.

157 Red Cross and similar' not private events.

169 Public affairs, festivals, etc.

170 Once a month festivals, private rentals.

155 No events with alcohol.

160 Same level activity and same type of activity.

CONCLUSIONS

- . Continued support for charity events: Red Cross Festival
- . Little support for private rentals.
- . Many think current level is all right.
- . Some want lots more: concerts, fairs, all week long, more at Torpedo Factory.
- . Support for season events: Arts Festival, First Night
- . Reduce attendant street closings.
- . Support special events, such as Jamestown.
- . If adding events, make them boat-centered, such as boat races.

QUESTION 14: The OTCA committee talked about having as much open vista...committee proposes the first 75 to 100 feet...Do you support this goal?

44 100 feet.

67 50 to 60 feet.

77 More flexible; need more commerce.

78 City will allow greater density as compensation.

79 If private property, it's an eminent domain issue.

123 75 feet.

136 Variety makes architecture and open space lively.

29 150 feet.

30 60-75 feet.

99 200 feet.

134 No less than 150 feet; that is only one-half a football field.

148 Needs to be part of a flexible plan that keeps existing buildings.

149 Precludes commercial development listed as #12.

1 150 feet.

3 100 feet.

5 Or uniform setback.

7 End statements describes; the higher the building, greater the setback.

8 75 feet.

103 This is not a NO. This is a plea for flexibility. Support views and vistas, but also don't like prescriptive standards. We should support the principle of views and vistas but perhaps there are other approaches. For example, building a wood deck over the water in places where another solution is either not feasible or desired.

19 Current waterfront underutilized. We don't need additional waterfront for tourists to walk. This is our town, and we have adequate waterfront plus view south of the bridge.

94 This would create a passive, boring waterfront. Alexandria needs an active, varied, diverse, busy waterfront.

112 Desirable goal; would like provision for historic interpretation. Suggestion was to use appropriate dockside buildings to help recreate that environment in a few cases.

11 More than 100 feet.

13 Not sure what is meant by "when new properties become available."

14 Harborside good; Ford's Landing bad, Rivergate floods.

32 Need to allow distance flexibility in case superior design comes in.

39 Global warming.
 166 Closer to 75 feet.
 168 As many feet as possible.
 130 Wider when possible.
 158 35-40 feet so still could have restaurant on the waterfront.
 169 75-100 feet defeats any waterfront planning.
 164 100 feet plus.
 172 Or more.
 162 Want to see vibrant, active waterfront, with some decent
 commercial density close to King Street. This is long overdue.
 164 Weekend closing of the 100 block of King Street is unacceptable.
 The closings are taking away the charm of the historic area. Street
 vendors and musicians should be prohibited.
 171 Other—fountains/sculpture art.
 172 No additional motorcycles is very important to me.
 159 Re garbage: people are frequently away on weekends.

CONCLUSIONS

- . Five (5) for 100 feet or more.
- . One (1) for 200 feet.
- . Four (4) for 50 to 75 feet.
- . Pleas for flexibility to prevent passive, boring waterfront
and keep door open for a good design.
- . Be open to other ideas: boardwalks and others.

QUESTION 15: The following are additional items the committee would like you to consider. Please check those you support.

45	Lots of benches, natural plantings; plants/flowers that require little care.
70	Several very well maintained public restroom facilities.
76	Waterfront must be accessible to the public along its entire length.
	Pastoral parkland with river-view establishments.
153	No large signs, billboards or neon lights.
26	Cigarette butt containers; a limit of five newsstands per corner.
27	More trash containers, more public fountains. Conform Old Town parking restrictions; require moving out of zone after two hours.
30	Prefer outdoor-type café ambience; back 60 feet from water's edge the first block south of King Street with wider open space further south.
100	European-style toilets.
134	Good-looking, appropriately scaled fountain or two in new park area.
135	Concern about noise at night.
1	No deliveries at night not realistic. Pass a fine for cigarette butts.
	Drinking fountains have germs. A balance is needed of picnic tables.
3	Benches, chess tables.
5	Trash pick-up on Wednesday okay too. NO motorcycles.
7	Deliveries AM.
8	(Large buses is circled). Exercise stops along River pathway.
9	No outdoor smoking is ridiculous—and they don't smoke.
103	Not sure what uncluttered/unfettered implies. Restrooms.
104	Can't enforce food and beverage deliveries. Small jitneys may be a traffic solution.
19	Food deliveries at night, no. Too much night traffic noise now; let's sleep some.
49	No indoors smoking.
57	Do away with dog park at foot of Gibbon.
111	Oppose changing garbage pick-up back to Thursday.
112	Maximizing business/tax revenue in short term is wrong approach; Some designated time for deliveries—current conditions raising serious traffic problems throughout day, however, night-time may be problematic, as well. Trash pick-up should also be scheduled.

	Any day but Monday since trash piles up on weekends and by Sunday, streets full of trash; transportation issues need to be addressed.
113	Garbage pick-up on the river. The “scuz” is always there.
55	No motorcycles or buses.
81	Log swings, like the ones on Charleston’s waterfront.
106	In Europe there are public restrooms. Could City build one at each end of the waterfront? (I have no idea what that entails, so it may not be a good idea.)
88	Public restroom
90	Public restroom
118	No large buses; motorcycles are okay.
142	Assault rat population.
166	Limit auto traffic; encourage pedestrian movement.
157	Deliveries should be during day only, on King Street only as main commercial venue.
	No additional motorcycles/buses; should be restricted to King Street only since the rest of Old Town is residential!

CONCLUSIONS

- . Public restrooms strongly supported; one suggestion for European style.
- . More trash containers.
- . Find good delivery timetable for both truck deliveries and trash—not during the night due to noise affecting residents. One is needed to avoid current mess.
- . Water fountains (healthy type if exists).
- . No large signs, billboards or neon lights.
- . Log swings (Charleston type).
- . Cigarette butt containers and limited newsstands.

GENERAL COMMENTS: Question 16 on Questionnaire

Questionnaire #	Comment
30	Would like to see some imagination in this planning effort with some world class architects/planners. This is going to be some of the most expensive land the city will acquire, and it should be treated with creativity, as well as sensitivity to residents' concerns.
71	We must find a way to retain small businesses and only then will Old Town retain its personality and uniqueness.
72	Old Dominion Boat Club (?)
99	If ODBD stays, city should obtain parking lot and turn into open space. Long term: have visitor center at edge of Old Town and then have smaller buses. No new buildings that block east-west view of water.
132	John Richardson's gun shop, Colonel Tom Hullfish's residence and restaurant, the Dandy cruise ship, and the outboard motor place to be utilized for park with grass.
134	Old Interarms warehouse needs to be redesigned with an early 19 th century mode in mind. Again, height limit of 35 to the ridgeline.
148	Expand pedestrian-only weekends. Work with ODBC for a pedestrian connection.
149	Use discretion in developing a bustling waterfront connecting where possible to our seaport past. Avoid building a very long walking path with nothing to watch but the Maryland shoreline.
24	Essentially we don't need to solicit business from National Harbor.
25	Balance between historical culture, cost of the plan on city taxpayers (residents), and the rights of private ownership.
43	Access impact of National Harbor. Plant water grasses. Remove Seaport Foundation Building—too much debris. Clean up near boathouse.
45	Lighting at night; fountains and plantings.
66	The most important item is not to use eminent domain by the city for any use except roads.

- 69 More consideration to those living in Old Town. Other residents are important but they should not outweigh those of Old Town residents.
- 77 No more space to walk dogs or picnic.
- 78 The problem in Old Town is not development, but density of committed development.
- 80 Litter and cigarette butts are unacceptable. New sources for keeping areas are necessary. Debris/garbage on river's edge in several locations is disgusting and will adversely affect any waterfront plan unless city keeps waterfront clean.
- 123 Need mix of open space and commercial operations on waterfront. A tasteful European atmosphere will attract more affluent tourists and discourage biker crowd. Commercial operations limited to owner-operated small restaurants/cafes with outdoor seating and upscale shops.
- 136 Mixed use appeals. Need more apartments/condos. Would like a retirement center and swimming pool.
- 137 Keep and improve the historic setting also where one can shop, live and dine. Have water taxis. Quiet, classy, relaxing. Water gateway to Old Town.
- 139 Alexandria is an historic American city, not just for residents. We should seek spaces people can enjoy. Not a "gated community."
- 152 Keep ODBC.
- 153 Keep it small and as simple as possible. I love it just the way it is—and even more the way it was in the 70s and 80s.
- 154 Beware of legal ramifications, established claims and liens the city has. The Fed's various agencies, administrations and offices will be laying in wait.
- 1 A green open waterfront with a promenade from north to south like Ford's Landing would unite Old Town. No more development, get rid of unsightly warehouses, even though they are a development buffer and plant gardens that are appealing and put a natural presence and gardens to draw birds year around.
- 4 To have a waterfront that is harmonious and respects the historic fabric of the city. One that recognizes the severe limitations of what can be put in. Important to recognize that it is main part of Old Town and not a recreational area for the rest of the city.

- 7 In pursuit of open vistas along the Potomac. Please do not repeat the mistake of Ford's Landing waterfront and walkway. Not only is the architectural style along the water's edge unimaginative and objectionable, but also the walkway wrapped next to the stone and four-story uninspired brick façade is extremely unpleasant. Design of such spaces needs to keep the human scale in mind.
- 101 Thanks for doing this...I want as much open space with nice landscaping creating a peaceful, welcoming atmosphere. To cram more buildings, cars and congestion just for a dollar is very shortsighted and contrary to the long-term interests of Alexandria and its citizens.
- 103 I support a waterfront that is open and accessible to all, and that provides a mix of active and passive amenities. Passive amenities, such as parks, open space and pedestrian walkways. Active amenities are restaurants, information kiosk/visitor center/ marina, waterfront museum, small boutique hotel/bed&breakfast, some retail, arts/performing arts venues. Intersperse the active and passive. Reuse existing buildings and allow new compatible buildings when necessary to meet the active needs. Provide parking close to, but not on the waterfront. Make sure those shops, restaurants, hotels and other activities that end up on the waterfront perform to a level of excellence: clean, not disruptive, well-designed, good neighbors.
- 94 The City needs to be realistic as to how much it can invest along the waterfront and what it will cost to maintain what it owns, specifically parkland.
- 17 As evidenced by the City's presentation at Funside Forum, very little preliminary planning has taken place regarding the future of the waterfront. Given the arrival of National Harbor..., the City now appears to be in high gear with a desire to do "something." Where were they five years ago when they knew this was on the drawing board? I hope the CC's desire to develop a strategy for the waterfront is done over time and in a holistic manner. For example, what about parking? For those of us who live within a five-block distance of the river, where does the City realistically plan to store all the cars bringing people.....? This was one of several areas where the City's Open Space Plan was misguided. Rather than eliminating lots like ODBC and the one across from Chadwick's for "green space," those of us who live in the City should be grateful that they are there taking traffic off the streets. In particular, the lot at Chadwick's provides parking for many....retail employees, as well as for visitors. Rather than turning that into a park, it should be tastefully expanded to provide addition parking...otherwise, where will they go?

I also object to any tax revenue generated for the open space fund being used for anything else other than acquiring property on the open space list.

As a property owner, I would also consider the use of eminent domain to be an abomination.

- 19 More water use through rental/lessons, no acquisition by eminent domain (this is un-American; agreed-to negotiations okay). Current waterfront is not being used and until such time, additional walkways and waterfront should not be paid with our taxes, more marinas such as negotiate with ODBC to turn their parking lot (eyesore) into additional boat slips. This gets rid of parking lot and adds more slips for Alexandrians as many ODBC members rent at the Alexandria Marina, which has a waiting list. Could trade some parking spots in the Union Street parking facility as part of the negotiations. (Thanks for the survey.)
- 20 I don't support the city's using eminent domain to take property from businesses or residents on the waterfront, as long as these properties are maintained. Even if these businesses/residents are offered "fair market value," I don't think Alexandrians should pay increased taxes just so the city can purchase waterfront property...doesn't seem fair.
- 47 The waterfront must be protected from development. Open spaces and walkways preferred. Upscale parking can be installed away from River. Pedestrians can be moved to river area. ODBC adds character to river area.
- 57 Suggest one (1) 20-minute parking spot in each block along King and Union Streets (like at the Queen Street library) so people can run in and pick something up or drop off. (Thanks for your work on this important issue.)
- 59 Any plans for the waterfront will involve expenditures by the city. It will benefit tourists and enrich the nearby businesses, and will probably be financed by increased city taxes. Will this cause more middle and low-income families to leave the city? Do we want Alexandria to be for the rich and very poor?
- 91 Make waterfront area as pedestrian friendly as possible from the power plant to Jones Point. Raze existing warehouses and other non-residential properties.
- 92 In Old Town, we have a precious jewel. Let's protect it.
- 94 The City needs to be realistic as to how much it can invest along the waterfront and what it will cost to maintain what it owns, specifically parkland.
- 111 More emphasis on historic preservation/conservation and interpretation. More trees, gardens, etc. Maintain dog recreation areas—VERY important. More "to do" activity-oriented things at Torpedo Factory and other waterfront venues beyond just looking and shopping and dining.
- 112 My main wish is that any development of the waterfront be done with a primary concern for its history. I think that the most interesting time period is from Alexandria's founding until the end of the Civil War. Very few realize how pivotal Alexandria's role was during those times. A celebration of our city's

history will serve us well in the present and also into the future. It is a strong foundation for a healthy economy.

I will close on a personal note. One of my ancestors was stationed in Alexandria during the Civil War. A cousin of his was severely wounded in Petersburg and arrived in Alexandria aboard the hospital steamer, **State of Maine**. Hospital ships such as this one made regular trips between Alexandria and points that serviced the battlefronts. Alexandria was also a major transshipment point for war **material** and **troops**. These are untold stories that deserve recognition. I would also suggest assembling some of the city historians to discuss how best to identify these facets of our history and then how to incorporate interpretations of these past events into the plan.

To turn the waterfront over to developers would be a shame and another misstep by the city.

- 14 OTCA needs to understand the legal issues confronting the waterfront before proceeding any further with the project.
- 52 (Two people's statement) More trees, power lines underground, concern about vacancies on King Street.
- 53 Keep it simple, clean and open. We need green spaces and less traffic. We need to protect residents' parking.
- 62 How can we prevent people dumping trash into the river? When the water is low, what is seen is a disgrace.
- 63 I endorse the OTCA committee's initial determinations. (Reference first page of questionnaire to review these.) Keep up the good work in representing the needs and views of Old Town.
- 64 Would like to see more gardens along the waterfront with benches for relaxing and enjoying the view.
- 65 Nothing should be done to the waterfront that is not agreed upon by the residents of the area. The waterfront is a community of people who live there every hour of every day.
- 81 If you have deliveries during the night, the residences above stores and businesses would become undesirable.
- 82 Keep waterfront as open as possible with no or limited added development. The new bridge has already increased the noise level and is infringing on our quality of life.

- 83 I am worried about too many tourists, bringing crime and corruption. Please be careful!
- 107 Please do something about unleashed dogs. The “my dog is not bothering anyone, so why should it be on a leash” owners have taken control of some parks.
- 109 We have loved living near the water and want to see our residential area maintained for privacy and quality of life. At the same time, we want to see business areas made more shopper and diner friendly. To that end, we support convenient underground parking, water taxis, open and green areas adjacent to businesses. We also want to see the return of water birds to the shore by encouraging bird-friendly habitats.
- 12 I have always felt that any waterfront anywhere in a democratic country should be accessible and enjoyed by every citizen. Wealth should not mean that only wealthy have direct access to God’s gifts of nature and beauty.
- 13 Keep the current nature of Old Town. Reduce density and control traffic. No waivers of zoning requirements because someone donates to the affordable housing fund.
- 151 Exploiting our waterfront for commercial development, increased promotion of tourism would be a natural temptation and perhaps a short-term economic benefit—but a long-term tragedy for Alexandria. It would sacrifice our unique and authentic character and make us indistinguishable from—and therefore an ineffective competitor to National Harbor, Georgetown, etc. It would be like razing Boston’s Old North Church to build “mixed-use development”—or building a “food court” in Manhattan’s Central Park.
- 33 More people lead to more parking needs and traffic congestion.
- 34 No more cheap—city tacky.
- 36 Alexandria is a waterfront town and it got its start that way, and much of its present attractiveness comes from waterfront access from the land and from the river. Boating access at all levels should be encouraged and the Robinson terminals should be kept going as long as they are commercially viable. The private boat docks between Wolfe and Duke should be opened to public commercial access. ODBC and docks north of that should have liberalized access for boat transients at market prices, and boats that tie up there for years at a time but almost never go out should be discouraged. And what with “Potomac” and the old wood ketch tied up at the foot of Duke? What do they add? They’re fun to look at, but how do they vote?
- 37 Reserving major areas of waterfront for dog exercise caters to one segment of the community and is environmentally bad for the river. The waterfront should be

open to all visitors and residents (leashed dogs okay). Dog parks should be relocated to less valuable land. Waterfront areas should be protected and managed for our local native treasures: wildlife such as osprey, bald eagles, and migrating birds, such as ducks.

Jones Point has become an abused postage-stamp-sized bit of wild land. Native plantings along much of the waterfront of Old Town would enhance and enliven the riverscape (if you plant it, they will come).

Thank you very much for this chance to comment.

39 Everything I read about the consequences of higher water tables puts Old Town (at least by the river) under water. Is this part of your discussion?

87 Very good and thorough survey.

89 Preserve vista and green spaces.

116 Plant more trees; pocket gardens.

120 Eliminate the bulkhead or restrict the bulkhead for Windmill Hill Park to the base minimum needed. Use larger boulders, such as those at Founders Park and north for the remainder of the river's edge.

High priority. Provide an irrigation system for Windmill Hill Park. No large trees obscuring Potomac River. No bushy plantings, which might obscure policy surveillance.

130 Keep waterfront green—no buildings. Put visitors' center and museum near Metro, and shuttles to historic area.

141 We trust the OTCA with the future plans.

Because we live so close to the waterfront, we are concerned about the view and parking. In the last year, residential on-street parking is unbearable.